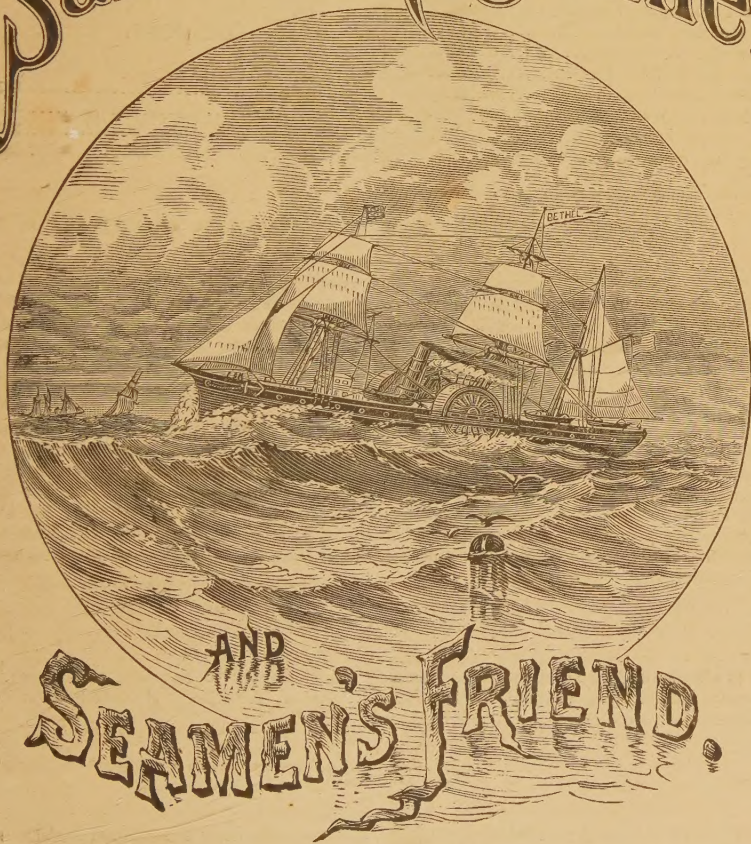


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No. 12.

THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

AMERICAN SEAMEN'S FRIEND SOCIETY,

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

THE SEAMEN'S FRIEND!

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

IN making remittances for subscriptions, always procure a draft on New York, or a Post Office Money Order, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to eight cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.



Vol. 46.

DECEMBER, 1874.

No. 12.

NEW YORK TO CHINA.

The uniform confidence in China and Japan in Americans and appreciation of American institutions, laws, intelligence, and superior commercial, agricultural, and mechanical improvements, especially among the intelligent and business classes, begins to excite anxiety and desire among the millions of those countries to visit the United States, with a view of bettering their condition. Already over 100,000 natives of those countries, now permanently settled in this country, are sending to their poorer friends at home sympathy and money for their comfort and relief. The applications for passage and freight to the States are already fully up to the capacities of the Pacific-Mail Steamship line, while the management are constantly receiving applications for the establishment of new avenues, with guaranteed remunerating success—until the experienced commercial agent foresees the near approach of an emigration and demand for freight from China,

Japan and Asia, and the nations bordering on the western shore of the Pacific Ocean, more than double the present capacities of the Pacific Mail line to carry.

In addition to this, the commercial interests of the western coast of South America, Central America, Pacific Ocean countries, and of North America are multiplying their demands for increased passenger and freight transportation facilities, with new avenues opened and proposed, provided the Pacific Mail line will guarantee to transport it and them to Boston, Philadelphia, Baltimore, Cincinnati, Chicago, Toronto, Montreal, and other commercial centers of the States via New York, without the damage and cost incident to a trip across the continent by railroad, to the extent that the difficulty with the Pacific Mail Company is not to get business, but how to accommodate that promised. The western terminus of the Panama Railroad on the Pacific, between North and South America, opposite

Central Asia, China and Japan, and equi-distant from the eastern coast of the countries lying on the western shores of the Pacific Ocean, make that the natural depot of a direct line to the American commercial centers named.

In order to accommodate all these different interests the Pacific Mail have completed arrangements, of which all of their agents have been advised by telegraph, to issue through bills of lading from China and Japan to above-named cities in the States, via Panama Railroad and New York, thence by railroad to its destination, for four cents gold per pound, payable at New York, and similar arrangements have also been or will be made for the other commercial centers at proportionately equitable rates.

The immense eastern bound tea and passenger freight from China and Japan, also from Asia and the western coast of South America to New York and the American cities via Panama Railroad, enables that Company to carry a return or western bound freight to the Eastern and Western Pacific coast countries from Cincinnati, Chicago, Boston, Montreal and other American commercial centers, at less than one-half the old cost via the Union Pacific or other across-the-continent railroad lines.

The increased demand in China and Japan, and the nations bordering on both eastern and western shores of the Pacific Ocean, for American productions, in exchange for tea and other valuables, which find a ready cash market in the States and in Europe, peremptorily ask for increased transportation accommodation. To meet and control this rapidly increasing demand is the constant study of the

managers of the Pacific Mail line and Panama Railroad.

One firm has forwarded over \$2,000,000 worth of provisions during the past year to China and Japan alone from one of our interior cities at immense profit, and the great problem to be met by the Pacific Mail Steamship Company is how equitably to meet and carry this rapidly increasing commerce between America and Asia, especially that to China and Japan, the Central American States, and the western coast of North and South America.

Americans have no idea of the thrifty, saving, hardworking multitudes of people, male and female, all having some ready means, some being merchant princes, in China and Japan, seeking an emigration to the States over the Pacific Mail line.

China and Japan to-day offers the best commercial gold mines of the world to American intelligence and enterprise.

The demand for American products in those Eastern nations is simply incomprehensible. Those millions of people need almost everything useful that Americans manufacture or produce. How can this immeasurable resource be secured for America is the great question which the National Government even cannot avoid meeting. The present capacities of the Pacific Mail S. S. line are the mere beginners. As accommodation increases the demand will more than keep up to the increased capacities. It is a subject in which not only the Pacific Mail and Panama R. R. are pecuniarily interested but also the U. S. Government, and the success of the Pacific Mail Company is therefore a subject of national as well as public interest.

From *N. Y. Tribune*.

DR. HAYES ON ARCTIC DISCOVERY.

A CLAIM THAT AMERICANS HAVE FOUND LAND HIGHER NORTH THAN
THE AUSTRIANS—SMITH SOUND AS A PATHWAY TO THE
POLE—PROSPECT OF NEW EXPEDITIONS.

The route to the Pole by way of Smith Sound was first tried by Dr. Kane, and its practicability was first demonstrated by myself. Crossing Smith Sound with dog-sledges over the ice from Dr. Kane's winter quarters. I discovered and reached Grinnel Land, finding everywhere near it a smooth belt of ice of the last winter's freezing, proving that while the center and eastern sides of the Sound were choked with heavy and almost impassable hummocks, the west coast was entirely free when the previous Winter had set in. This fact I reported to Dr. Kane, and upon my return to the United States from that expedition I published the opinion that by hugging the west coast a free passage could be had through the Sound. Upon the strength of this argument my expedition of 1860 was organized; but not having (by reason of lack of means) the steam power which I desired, I was unable to reach the west coast in the teeth of the heavy gales and drifting ice-fields, and was forced into Winter quarters, with my little schooner badly crippled, on the east side in latitude $78^{\circ} 17'$. In this respect my fortune was exactly that of Dr. Kane, neither of us having steam power. From Winter quarters I traveled north with dog-sledges over the ice nearly 300 miles, measured as the crow flies, until I was arrested by open water a little below latitude 82° , my highest determined position by solar altitude being $81^{\circ} 37'$, on Grinnel Land. Beyond this I made a good pull northward, but having no solar

altitude, I could not fix my position beyond $81^{\circ} 37'$ with accuracy. Capt. Hall traversed Smith Sound in the steamer *Polaris* without difficulty, as I had long before predicted could be done, and passing over the route which I had passed over with dog-sledges, he reached the open water which I had sighted. His highest latitude was $82^{\circ} 16'$ —some 25 or 30 miles nearer the Pole than mine. But he was there in August, a most open month, while I was there in May, before thawing had fairly set in. He was in a ship, I in a dog-sledge; but the open sea was to both our eyes the same, and, as I believe, in both cases illimitable, except as here and there obstructed by loose drifting fields of ice. The highway to the Pole was, I believe, open to Capt. Hall, and had he lived I believe he would have reached it. I believe the same thing could have been done by my old commander, Dr. Kane, in August 1853, and by myself in 1860, had either of us been blessed with steam; and I believe, as I have repeatedly asserted publicly, that the Sound can be navigated with steam-power every year; and in proof of this we may cite the fact that Capt. Hall experienced no difficulty whatever in the *Polaris*, which, as if it were but a pleasure voyage, steamed in six days from Upernavik to the highest point ever reached by any vessel; and even the land he sighted beyond must, I think, have been something further north than lat. 83° , which seems to have been the northernmost point—Cape Vienna—seen by

the gallant officers of the *Tegetthoff*. For in 1861 I traced the outline of the land, which I named Cape Union, on the west side (imperfectly traced, it is true, owing to the great difficulties of the situation), to lat. $82^{\circ} 45'$, and Capt. Hall must have seen land beyond this.

So I must think the American Grinnel Land must have been sighted a little further north than the Francis-Joseph Land of Messrs. Payer and Weyprecht. I take some pride in thinking this, as it is not only an American discovery but my own, and has been traversed by no other white man except my one companion in 1854, and my three companions in 1861. I think I may still, therefore, claim the discovery of the most northern known body of land on the globe, for on the Greenland side Capt. Hall did not extend the surveys of Dr. Kane (which terminated about lat. $80^{\circ} 50'$) so far north as he sighted beyond my own surveys on the opposite side. I have said this much in order that I might show some grounds for asserting my belief that Smith's Sound is "the most, or only, available route to the Pole." This I have asserted over and over again, in print and on the platform, these many years; and when, some time ago, the subject was extensively discussed, I further asserted that the route between Spitzbergen and Nova Zembla was impracticable, because I believed extensive island would be found there, blocking the passage by gathering the ice. This prediction, more or less sustained by subsequent experiences, is now confirmed by the most splendid discoveries of the Austro-Hungarian expedition. A writer on the subject in the *Tribune* observes: "A strong pressure will now be brought upon the English Gov-

ernment to equip a new expedition for the arctic discovery, and the endeavor to plant their country's flag on the earth's northernmost surface will probably be shared by other nations. As yet no American has stepped forward to seize the opportunity left vacant by the death of Capt. Hall, but in the enthusiasm for Arctic explorations the narratives of the *Polaris* and the *Tegetthoff* are sure to inspire, some new competitor for the frozen laurels of the Pole will not long be wanting in this country." Concerning neither of these declarations can there be any question. The English have accepted my arguments and experiences (which I may say have been uniformly sustained by the President of the American Geographical Society, Chief Justice C. P. Daly) with reluctance; and it was not until Capt. Hall had met with his unparalleled success that they thought favorably of Smith Sound. And now, after having recently conversed with several Arctic explorers in London, I feel almost sure they will succeed in carrying out their desire for an expedition in that direction. As for Americans, there are plenty willing and competent. The navy has several whom anybody might name, conspicuous among whom is Lieut.-Commander White, who gained experience and proved as well his ability as his gallantry in the *Tigress* expedition in search of the *Polaris*. As for myself, my going back to the scene of my old contests has been, as those interested in Arctic exploration well know, merely a question of money. That forthcoming, I shall lose no time in once more leading an expedition into Smith Sound.

I. I. HAYES.

Sept. 23, 1874.

WHAT IS "LLOYD'S?"

Of all the queer ways by which men have immortalized their names, there are not many queerer, than that by which a certain Mr. Lloyd appears to have done it, and to have done it most effectually.

Little or nothing is known of this worthy, except that sometime during the last century he kept a coffee house in or near Abchurch lane, London; and as he had the good fortune to be largely patronized by ship-owners and captains, "Lloyd's coffee house," or the abbreviated "Lloyd's" came, in course of time, to be the recognized rendezvous for all who were in any way interested in shipping matters. Mr. Lloyd died, nobody knows when, and his coffee-house has long since disappeared; but his name shines out in letters of brass at the eastern end of the Royal Exchange, and is familiarly known in the uttermost ends of the earth. The association which originated beneath his roof, has developed into an organization having its agents and representatives in every seaport of any pretensions throughout the world, and has acquired such importance that the advantages to be derived from an official connection with it, are found to be a sufficient inducement to undertake its agency, without any other remuneration whatever. So curiously has the name of the lucky coffee-house keeper come to be identified with shipping interests, that it has in many instances been adopted by various continental associations; while it is said that he is the great potentate in shipping matters, and who occasionally write to M. Lloyd, Londres.

There are at the present time two distinct associations known as Lloyd's, both of them having their

headquarters in London, and within a few yards of each other. The one with which the general public is, perhaps, most familiar, is that to which reference is made when a vessel is said to be

A 1 AT LLOYD'S.

This association, named Lloyd's Register of Shipping, the offices of which are in White Lion Court, Cornhill, was founded in 1834, simply and "solely for the purpose of obtaining a faithful and accurate classification of the mercantile shipping of the United Kingdom, and of the foreign vessels trading thereto." The original constitution of it has remained without material alteration till the present time. There is a committee for the general management of affairs; there is a sub-committee, appointed by them, for the actual work of classifying ships, and there is a large staff of surveyors, whose duty it is to inspect vessels, to furnish the committee with such reports as enable them to assign each a character. The details of this classification would probably have but little interest for the general reader. It will be sufficient to state that the letters A, Æ, etc., which are appended to the names of ships, indicate the soundness and the seaworthiness of the ships, while the figures indicate the completeness and the sufficiency of their equipment — their rigging, boats, anchors, etc. Thus, a vessel which is classed A 1 on Lloyd's register is not only a good, sound craft, but is thoroughly well equipped. She stands in this class for a term of years, depending on the materials of which she is built, and the quality of workmanship bestowed on her; and from it she falls, in the usual course of things, into class "A red," for a period of

half or two-thirds of the time she stood in the highest rank. From this she goes into *Æ*, then into *E*, and finally into class 1. When she is too old and cranky to be retained in this, Lloyd's will have nothing further to do with her.

Some idea of the magnitude of the business accomplished by the association, may be gained from the fact that in 1872 they had upon the books upward of

TEN THOUSAND VESSELS.

The fee for a survey originally was ten guineas, but this was reduced to five guineas. Subsequently rates were further modified. The other "Lloyd's" may be found on the first floor of the Royal Exchange. Going in by the eastern entrance of the building, the visitor will at once see the illustrious name, shining down upon him over a doorway on the right.

Standing without the barrier, one may see into a handsome saloon, with a richly-decorated ceiling supported by a double row of pillars, and with walls adorned by the arms of the association—golden anchor on a blue ground. The room contains two enormous ledgers, a self-registering barometer, and an anemometer, which marks with a pencil upon a sheet of paper the force and direction of the wind at all hours of the day and night.

Taking the two societies, "Lloyd's" and "Lloyd's Register," as they are popularly supposed to be, as one great concern interested in all that pertains to maritime affairs, they constitute an agency such as the world has never before seen, and without which British commerce never could have attained its present proportions. At home there is no vessel of importance that escapes their vigilance, and abroad there is no spot to which the telegraph extends, with which they are not in frequent communica-

tion. There is no port which ships are accustomed to visit, where they have not a pair of experienced eyes on the watch, and a representative ready to transmit intelligence, and to act on their instructions.

Influence of the Earth's Figure on Geologic Changes.

The slow oscillation of portions of the earth's surface, now above, now below, the mean level of the sea, has long been recognized as an occasion of geologic changes, with their attendant alterations of climate, and consequent successions of living forms. The cause of such oscillations has never been satisfactorily explained. The latest hypothesis comes from the Canadian geologist, H. Y. Hind, who shrewdly suggests that it may be due to the wavelike movement of the equatorial bulge which gives the earth the figure of a squeezed orange.

The reader may not be familiar with the fact—which has been established but a short time, comparatively—that the equatorial circumference of the earth is not a circle, but an ellipse, the diameter which pierces the earth from long. 15° 23' E. to 194° 23' E. of Greenwich being a little more than two miles longer than the diameter at right angles thereto. This gives on each side of the earth, an equatorial ridge fully a mile high, which may have been much greater in early geologic epochs, when the crust of the earth was in a more plastic condition.

It is scarcely possible that this element of the earth's figure should form an exception to the universal rule of change, and be immovable. In case it does move, its influence would be felt on the elevation and depression of the land, especially near the equator; on the simulta-

neous elevation and depression on opposite sides of the earth; on ocean currents, consequently on climate, etc.; on the thickening and thinning of formations to the east and west; on the flow of rivers, hence on river and lake terraces, beaches, etc.

The geology of North America tallies singularly well, with the effects of such a cause. The successive risings and sinkings of the continent appear to have always taken place very gradually and with a progressive motion from west to east, and from east to west, as though produced by a vast equatorial undulation, moving, with extreme slowness, eastward at one epoch, westward at another.

The latest evidences of this great earth wave are seen in the stupendous escarpments which rear their wall-like fronts above the Ontario, Red River, and Saskatchewan plains, and in the symmetrical terraces and lake beaches so largely developed throughout the northern part of the continent. Mr. Hind looks to it, also, to account, in part at least, for the change which diverted the water of the Great Lakes to the eastward, sending their drainage into the Gulf of St. Lawrence, instead of the Gulf of Mexico whither it originally flowed, leaving their ancient outlets southward to be filled with drift from 200 to 600 feet in depth.

Should corresponding effects be observed on the southern slope of the "bulge," and also on the opposite side of the earth during the same geological periods, it is possible that geologists may find in the movement of this (now hypothetical) undulation the measure of time which they have been so long in want of.

The Progress of Astronomy.

It is well occasionally to cast our eyes back over a series of labors, in order that we may rightly judge of our progress.

Rough comparisons alone will not tell us; it is easy to contrast Galileo's piece of lead-tubing, having a lens in each end of it, with the gigantic telescopes of to-day; but we hardly learn much from such a comparison. The extremes of the series are too far removed; to get a just idea of the terms between, the comparisons must be made at shorter intervals.

If we can select some celestial object, which has been telescopically studied for a long period, we may, by contrasting the results obtained at different times, gain some accurate notion of the progress made, and of the way in which it was made.

This latter idea is of some importance when we consider that the day of startling discoveries is over. When Galileo found the four moons of Jupiter, the whole world of men of learning was astounded; and still more wonderful was his discovery of the ring of Saturn—that is to say, of the existence of a ring of Saturn—a portion of which, showing on each side of the planet, gave to Saturn the "tricorporate" aspect which Galileo describes in a letter to his friend Kepler.

Even the discovery of Uranus by Sir William Herschel, in 1789, was by no means an extraordinary event, although it was received with enthusiasm in all Europe, for Herschel's examination of the heavens was done with the aid of an instrument which could not fail to show Uranus with a sensible disk, if the planet should enter the field of his telescope.

The discovery of the first asteroid, Ceres, on the 1st day of January, 1801, by Piazzi, was received with some surprise, but these small bodies have lately become quite common (there being now 135 of them known), and certainly we in America, who have Peters and Watson among us, have no cause to wonder at such discoveries.

Neptune was discovered first by two theoretical astronomers in their studies, and the delight with which the news of the actual discovery was received was a tribute to the power of pure analysis, and in no-wise contributed to the glory of telescopic research.

The startling discoveries, as we have seen, were reserved for the early astronomers, who first found the new country, leaving their successors to accurately map it out. The lesson of patience which can be learned from the labors of these successors is no mean one. To this patience, supplemented by a skill which usually must be of a high order, we owe the later discoveries of the telescope, such as the finding of the eighth satellite of Saturn (by Bond and Lassell), and of the two interior moons of Uranus (Lassell 1847 and 1851), and of the satellite of Neptune. — *Popular Science Monthly*.

A Fly Story.

It was a sultry August afternoon. Worn out with the heat, I threw myself on the bed for a nap. But those little tormenting creatures known as flies, kept tickling my face, peeping into my ears, exploring the unknown regions of my nose, and in a thousand ways contriving to keep me from sleep. At last, one little fellow had been so persistent, returning to the same spot as soon as brushed away, that I brought my hand down with a

slap, and wounding him, threw him on the floor. There he lay, half dead, unable to fly or to crawl, and having worried all sleep from my eyes, I lay still and watched him.

Sometimes I thought him quite dead, but a slight flutter would prove his little life still lingering. Presently another fly came up to him, and standing close by him, seemed to make examination of him. This done, he flew on top of the wounded fly, and tried to turn him over on his feet. Failing in this, he took hold of him and tried to pull him over; but this did not succeed. Then taking him up, he flew a short distance and dropped him on his feet.

Then followed another survey, and a peculiar movement of the wings like sharpening a knife on another knife. Again he flew on the crippled fly's back, and remained some time. By this time the fly could crawl a little. The fly doctor then went off and stayed so long I thought he must have forgotten his little patient, but presently he returned and went through the same operations, and finally another fly came to his assistance. He, too, applied the same remedies. In a few moments more I got up and walked across the floor, and up flew the little fly and was lost among his companions.

An Argument Against Liquor Saloons.

Rev. R. T. Cross has calculated that if the 40,000 liquor saloons licensed in the United States were placed together in one row, they would, allowing 20 feet to each saloon, make a line 530 miles long; or if placed in a street with saloons at both sides, 265 miles long. Further, that the army of drunkards, five millions strong, would, when marching in a solid column,

five abreast, extend a length of 570 miles; and when marching 20 miles a day, it would take each drunkard more than 28 days to go by all the saloons.

There are among them 530,000 confirmed drunkards, who, walking two abreast, would make a line of 150 miles in length. The 100,000 who have died a drunkard's death, if buried with a funeral procession of 30 processions to the mile, would give a drunkards' funeral procession of 3,333 miles in length, taking a whole year to pass by, as funeral processions move slowly. There would be an equally long procession for the victims of drunkenness; friends murdered, wives broken-hearted, children starved, passengers crushed or blown up by drunken railroad or steamboat engineers, neighbors burned to death by the carelessness of drunkards, etc.

Abstemious Diet.

Many cases of illness, both in adults and children, may be readily cured by abstinence from all food. Headaches, disordered stomachs, and many other attacks, are often caused by violating the rules of health, and in consequence some parts of the system are overloaded, or some of the organs are clogged. Omitting one, two, or three meals, as the case may be, gives the system a chance to rest, and allows the clogged organs to dispose of their burdens. The practice of giving drugs to clear the stomach, though it may afford the needed temporary relief, always weakens the system, while abstinence secures the good result without doing any injury.

Said a young gentleman to a distinguished medical practitioner in Philadelphia, "Doctor, what do

you do for yourself when you have a turn of headache or other slight attack?"

"Go without my dinner," was the reply.

"And if that does not cure you, what then?"

"Go without my supper."

"But if that does not cure you, what then?"

"Go without my breakfast. We physicians seldom take medicines ourselves, or use them in our families, for we know that abstinence is better, but we cannot make our patients believe it."

Many cases of slight indisposition are cured by a change of diet.

Thus, if a person suffers from constipation, has a headache, slight attacks of fever or dyspepsia, the cause may often be removed by eating rye, mush, and molasses, baked apples, and other fruits.—*Domestic Receipt Book*.

Beautiful Ignorance.

A gentleman was once riding in Scotland by a bleaching-ground, where a poor woman was at work watering her webs of linen cloth. He asked her where she went to church, what she had heard on the preceding day, and how much she remembered. She could not even tell the text of the last sermon.

"And what good can the preaching do you," said he, "if you forget it?"

"Ah, sir," replied the poor woman, "if you look at this web on the grass, you will see that as fast as ever I put the water on it the sun dries it all up; and yet, sir, *I see it gets whiter and whiter.*"

The Sailor-Wife's Lament.

I.

At night when I stand on the restless sand,
 And the stars are telling their silent tale,
 I list to the wind and the wave on the strand,
 As each to the other whispers a wail,
 And I wonder what their sorrow may be,
 All alone, looking over the sea.

II.

Say they the secret of life and death?
 Mourn they the mystery known to none
 Who hold in their nostrils the nourishing breath
 Or gaze on the bright hues born of the sun?
 What it may be is a marvel to me,
 All alone, looking over the sea.

III.

But their song is sad and their voice is low,
 And attuned to my heart with its burden of
 grief,
 And I'll tell to the winds and the waves my woe,
 For their murmur of sympathy gives me re-
 lief;
 And the clouds may let fall a tear for me,
 All alone, looking over the sea.

IV.

Winds, I sigh in my solitude!
 Waves, I weep for my dear one dead!
 And I walk on the shore in a dark, dark mood,
 And bow to the surges my stricken head;
 For the salt tears ebb and flow more free
 All alone, looking over the sea.

V.

And I've a right to confide in thee,
 Thou breaking billow that sweeps the strand,
 For my darling followed the solemn sea,
 And left for thy sake, his love on the land;
 And her sadness was seen and soothed by thee,
 All alone, looking over the sea.

VI.

The time when a bride at my sailor's side,
 We haunted the beach of pebble and shell,
 And watched the wash of the ceaseless tide
 With thoughts too deep for our tongues to tell,
 Comes back with its yearning in dreams to me.
 All alone, looking over the sea,

VII.

And once the morning broke fair and warm,
 And soon the evening fell dark and drear;
 And who would have thought of the gathering
 storm
 And the bursting anguish and sudden fear?
 For the one who was coming was lost to me,
 All alone, looking over the sea.

VIII.

I wander alone on the briny brink,
 Longing to sip from its breast my doom;
 Of the smiling, the promising past I think,
 And the shore that awaits me beyond the
 gloom;
 For earth has no longer a tie for me,
 All alone, looking over the sea.

IX.

I picture the ocean my sailor crossed
 To the pearl-strewn strand with its shimmer
 of gold,
 And I long on its crest to be tempest-tossed
 Till I bask in the beams of the beauty untold;
 And I dream of the mystic eternity,
 All alone, looking over the sea.

—*Evening Post.*

Joseph Nee Sima.

Among the many visitors to this country it is doubtful if there has ever been a nobler or a greater man than the quiet, unobtrusive stranger whose name stands at the head of this article, if greatness is to be estimated by the magnitude of the difficulties surmounted by personal endeavor, and by influence for good upon a nation's welfare.

Born and to some extent educated in Japan, before the time when that country permitted intercourse with other nations, he became a writer or clerk for one of the princes. While there employed he learned by study of a Chinese geography something of the Christian world and of America. His desire to visit America and learn something of the Christian religion led him to desert his official position and his native land—a desertion that was virtual banishment, and by their laws certain death if he ever returned—and secretly on board a small vessel made his way to China. The captain of the vessel knew of his desire to visit America, and found that a Chinese steward on board of a ship bound for Boston had been taken sick, and the officers of the vessel were in search of a new one, and recommended the “Japanese boy,” as he termed him.

Nee Sima enlisted steward on the Boston ship, and during the long voyage made much progress in the knowledge of the English language, and in the reading of the Bible. He gained also the favor of the officers by fidelity and efficiency in the discharge of his duties as steward. The ship happened—if the term happened can be applied to anything connected with the remarkable history of this man, wherein every want was as providentially directed as in the life of

his great namesake, the Hebrew Joseph, or as in the case of Moses and other parallel benefactors of their nation—the ship happened to belong to Alpheus Hardy, that noble and truly Christian merchant of Boston. To him the captain carried the steward, and told him of his history and his efforts to reach America and bring himself under Christian influences and Christian learning. The heart of the good man opened to this stranger from the strangest and most exclusive of nations, and perhaps he caught a prophetic glimpse of the great good that might be achieved through him.

Becoming warmly interested, he took Nee Sima to that earnest and energetic apostle of the "Men of the Sea," Capt. Andrew Bartlett, whom he easily inspired with a similar interest.

Capt. Bartlett tells a most interesting story of the rapidly expanding Christian life of this young man. Taking him through the city of Boston and showing him the magnificent warehouses and public buildings, Capt. Bartlett asked him if they had anything like it in Japan. He replied, "No, indeed, the Bible gives you all this." He constantly and correctly ascribed our great national prosperity and the exceptional personal privileges and comforts which we enjoy to the Bible. He realized at once the fact, we too little appreciate, that the Bible and the Christian religion has given us all we have of exceptional good to boast of and to enjoy.

Possessed of great mental power, he made rapid progress in the acquisition of the education which the liberality of Mr. Hardy and others put him in the way of acquiring. He made himself thoroughly and extensively acquainted

with our public school system.* Equally as a patriot and as a Christian he longed that this system might be granted to his native land. In his lonely exile he prayed for this, but little could he have dreamed, even, how soon it was all to be realized, especially when he thought of the seemingly impassible wall which Japanese law, prejudice, and exclusiveness had erected, the growth of centuries, against him and this hope. But still he went on acquiring, investigating, learning and praying, fitting himself for the great opportunity so swiftly approaching.

Light had begun to dawn upon Japan. An embassy was sent to this country. Their banished countryman, educated here, was in a position to be greatly useful, in fact, well nigh indispensable to them. He joined them and traveled with them through this country. His close and intelligent study of Christian and republican institutions and of the customs and manners of the people, and especially of our public school system, enabled him to inspire the ambassadors with his own views and desires for the general education of the people of his native land. He furnished them with the grand plan for the redemption of a nation that numbers its many millions, and they went home to execute that plan. That surprising call from the Japan government for American educators to go over there, and establish a common school system, the most unique event of the century, was the outcome of the patriotic fervor, large wisdom, and persistent Christian effort of Joseph Nee Sima. And now hav-

* He also spent a year, looking into the schools of Europe. He was thoroughly taught not only in Japanese, but also in Chinese and Dutch, and was "writer to the Prince."

ing completed his education, and been ordained a minister of the Gospel, with the pardon of his prince, procured for him by the ambassadors, and with the infinitely more precious pardon of the Prince of Peace, he is about to return to his native land as an ambassador of the King of Kings,

to carry those "glad tidings of great joy which shall be for all nations." History may never assign him the place to which he is entitled, or call him great, but if man is immortal, it must be that there is a record where his name will stand enrolled as one of the great and grandly useful of earth.

WHOSOEVER WILL, LET HIM TAKE THE WATER OF LIFE FREELY.

BY ALEXANDER PITT, MINISTER OF THE SOUTH BETHEL, WAPPING, LIVERPOOL.

At one of our after meetings for conversation, two young men who where present, were under deep convictions on account of sin and the state of their souls before God. They remained on their knees crying for mercy long after the rest had risen up. Their fear was that the great salvation Jesus had completed in our room and stead, which we had tried plainly to set before them, was not for them because they had sinned so terribly. I told them "God had laid on Jesus the iniquity of us all," that salvation, like a river, was abundant, full, and free; adding Christ's own words of invitation, "*Whosoever* will, let him take the water of life freely." That word, *whosoever*, includes you and the guiltiest wretch that ever lived, who wills and thirsts to have Jesus. I told them of a like temptation by which the devil tried to retain the soul of John Bunyan, when, amid the pangs of his second birth, and under deep convictions, like them, he was struggling into the kingdom of God, and into the peace and joy of the higher life. "Him that cometh to me I will in no wise cast out" was the text applied by the Holy Spirit to his heart, with which he helped him to gain the victory. Describing that conflict, Bunyan

tells us "the devil pulled and I pulled. He said, not you, you are so wicked. I said, *him*, any *him*, that comes to me I will in no wise cast out. The devil said, not you. I said, devil, thou art a liar, any *him* means me." And so he adds "grace in me pulled the stronger, and the words *any him* saved me." So these young men, on that spot, saw that *whosoever* included them; entered that night into peace in trust on Christ alone, were spiritual twins, and in our experience meeting afterwards said, each, "that word *whosoever* saved me." The whole verse reads thus: "The Spirit and the bride say Come. And let him that heareth say Come. And let him that is athirst Come. And *whosoever* will, let him take the water of life freely."

I. Observe the adapted supply to which willing, thirsty souls are invited, "The water of life." This thirst, a craving in the soul for Christ akin to that which the fevered, wearied, parched, traveler feels for water, is but one of many kindred representations in scripture, all intended to group together the soul's longings after Jesus, and the thorough adaptation of Christ rested on to meet these. He is pardon to the guilty—justification to

the condemned — bread to the hungry — clothes to the naked — healing to the diseased — cleansing to the leper — rest to the weary — and life to the dying — in a word, all and everything the awakened soul can desire. Such his word declares, and all these his people realize him to be, to whom "Christ is all in all." In these words of invitation there is allusion to verse 1st in this chapter, "And he showed me a pure river of the water of life, clear as crystal, proceeding out of the throne of God and of the Lamb."

1. *These waters represent Christ in his great salvation.* "If any man thirst let him come unto me and drink." — Desire after Christ, like thirst, is an *inward, most intense, and imperative craving*: "As pants the hart for the water brook, so pants my soul for the living God." Only *he* can slake the thirsty soul — enter into, and blend himself with it — unite us so to him as to become our life and one with us. "Give me Christ or else I die" is the prayer of every earnest seeker.

2. *Salvation, like a river, is abundant, full, and free to all who will have it.* This is demonstrated by the source whence it originates, "the throne of God and of the Lamb." The infinite Godhead love it illustrates, the amazing cost at which procured, even the precious life-long obedience, the inconceivable horrors and agonies which in dying Jesus endured; by the millions already redeemed and safe at home in glory, and by the yet greater achievement it is predicted to effect. Full as the ocean, "mighty to save," for it is the power of God. It is free as the breath we breathe and the light we enjoy. "If our gospel be hid it is hid to them that are lost, in whom the god of this world hath blinded the eyes of them that believe not, lest the light of the glorious gospel of Christ,

who is the image of God, should shine into them." Oh! take down these shutters Satan has set up, pride and unbelief, and Christ will shine into your soul now.

2. *Salvation, like a river, flows down to us in appointed channels.* In bibles, sermons, christian sabbaths, worship, and ordinances; in tracts, appeals, christian experience and counsels, these waters roll all round you assuring you of God's love, pity, compassion, readiness to receive pardon, and forgive you, just now, if you will only rest your all on him, just as you are. Not one good deed is needed to precede, only the sense of want his Holy Spirit has wrought in you. And these pure waters of eternal life will flow into thy parched soul, "will be in thee a well of water springing up into everlasting life," and will from thee flow forth to refresh other thirsty souls. "For he that believeth on me, as the scripture hath said, out of his belly shall flow rivers of living water." At thy feet now these waters flow, dip down the empty pitcher of thy faith and drink. *Whosoever* will, let him take the water of life freely,"

II. *The parties who are here represented as inviting you, and all, to come.* 1. "*The Spirit.*" God, the Holy Ghost, the third person in the Trinity, equal with Father and the Son, proceeding from both, and going with all the streams of this river which make glad the city of our God. No repentance, faith, new birth, or Christian state apart from the Holy Spirit. So far as salvation results are concerned, Christ had come, lived, loved, and died in vain, but for the Spirit's convincing, enlightening, sanctifying power; He, speaking God's mind and will, bids you "Come." 2. *The bride uniting with the Spirit says Come.* The bride is the Lamb's

wife, his one church, consisting of all believers in Jesus, of every sect, name, and denomination under the whole heaven, and comprehends more than all sects put together, even many whose names are in no church register on earth, only "in the Lamb's book of life" in heaven. The love of Jesus to these renewed ones, is far greater than bridal or the most endeared human love can ever represent; betrothed to, and one with Christ now, we commune, talk, and walk with him, receive many love tokens at his hands. Our marriage day will soon dawn, when, "his wife hath made herself ready;" then will all heaven in jubilee rejoice and be glad for the marriage of the Lamb is come. Nor will there be one single case of forgetfulness by Christ, of a single one among all his redeemed millions. In earnest longing for that glorious consummation, by all her ministers, agencies, and servants here she bids you *Come*. And from their exalted seats in glory, by all the thrills of bliss they feel, the songs they sing, the robes of righteousness they wear, wrought out in the loom of his own holy life, the saved in glory cry down to you here, perishing in ignorance of the Christ ye slight, "Come and take the water of life freely." 3. *All you who now hear in these invitations Christ's voice, are commanded to unite with those who have heard it, in crying, Come.* "Let him that heareth say Come." From all renewed hearts let this one earnest cry be addressed to men, "Come," and in prayer to the Holy Spirit, imploring him to give effect to your entreating invitations.—"Come from the four winds, O breath, and breathe upon these slain, that they may live;" that redeemed millions on earth, turning Christ's own last promise into prayer, may echo back

to heaven, Amen." Even so, "come Lord Jesus, come quickly.

III. *What is meant by coming, and taking this water of life freely?* It is not coming to the church, baptismal font, the Lord's table, or any other Christian ordinance, nor is it any action of the body, but in a word, *the submission of the heart, soul, and mind to be saved on Christ's terms, freely, just as you are*, and on this spot, as one under sentence of death, and utterly unable to do one thing to help to save yourself, however long you might try; but just let him save you now thankfully, joyously, and as your only hope, accept the salvation he has completed eighteen hundred years ago, just as a drowning man would accept a place in a life-boat, or a condemned criminal under the gallows would clutch a royal reprieve, and with a rapture, almost too much for his throbbing heart and agitated frame to bear. The salvation wrought by Christ, all perfect and complete, which these waters of life represent, is yours; a gift, if feeling your need, you will just accept freely. As from a public well, the people, without either a price, or a prayer for permission to fetch the needed supply, dip down their empty buckets, and carry away at will as much as ever they want, so dip the empty pitcher of thy trust into these living waters, now rolling all around you: drink and never die. Freely they are offered, freely you must take them. Then rest thy all on Christ just now, and as the Lord liveth thou art a saved man. Then love to him who gave his life a sacrifice for you, will constrain you to present your whole being, a living, willing, and obedient life-long sacrifice to him. O brother immortal! why is such earnest reiterated, importunate pleading needed, to induce you to accept

a boon so pricelessly precious, when you are in danger of being damned for lack of it? Had I coffers of gold, crowns, mansions, and title deeds to large estates to *give away*, would I have need to argue, plead, and press on men their acceptance; or would a tract like this be required to achieve their disposal? Certainly not. Soon eager applicants, improving every moment of the limited period during which alone such privileges could be dispensed, would come, and with eager hands and

exultant hearts would joyously carry away their largest attainable share. And shall Christ, life, pardon, justification, peace with God, victory through life and in death, and a home in heaven, be pressed on you in vain? Reject these waters of life but this once more, and it may prove your last offer. Then naught remains but through eternity in hell, to ask and be denied a drop of water to cool your parched tongue, amid its scorching flames.

I WANT YOU TO BECOME A CHRISTIAN, TO-DAY.

An instance of the sudden effect of Gospel-truth upon the heart of a sinner has so impressed me, that I feel it to be of the Lord that I should, by its narration, press upon the unconverted the great fact that God is, in every moment of their rejection, of Christ, waiting to bestow upon them an instant salvation; nothing is wanting except their part—to turn from the world with full purpose of heart to the Lord.

About six years ago I met one of my workmen in the country, a few miles from home. He was a man about fifty years of age, generally kind and indulgent to his family in the use of the unusually large wages which he earned by his trade, but often profane in his language, and subject to fits of violent passion. In one of these he had, a few weeks before, driven his family from the house, and beaten his youngest son, till his Christian wife, in fear for the boy's life, had to interpose, and resolutely say that he must strike her before he should again assault the boy. When free from these fearful outbreaks, he was a peculiarly interesting, open-hearted man; but he had so long withstood the claims of Christ in the midst of a religi-

ous community, that there seemed little hope of his conversion.

Addressing him, I said, "John, I have been watching for your soul for two years, and now I want you to become a Christian TO-DAY!"

We sat down, and I again told him, as I had done several times a year before, the story of Jesus and his Cross, solemnly pressing acceptance of the Gospel of salvation home upon his heart. He listened respectfully, saying but little; but when we were about to part, and I asked him if he would kneel while I asked God's blessing upon him, he replied with characteristic frankness,—

"Well, I am much obliged by your kind interest in me; but, to be honest with you, I am really not now interested. I have sometimes felt these things deeply at meetings; but I have no interest now; I feel nothing."

He, however, consented to kneel, and a friend joined us. We bowed before God. The prayer ascended, that as Jesus, in the days of His flesh, had looked upon the faith of those who broke through all obstacles to place their beloved sick friends before Him, and had said, "Son, thy sins are forgiven thee!" just so now He would look upon

the poor sin-sick soul whom we brought to His feet, and in mercy make him whole.

It was a bold request, but God honors our petitions when we ask great things. Almost immediately the man broke down, weeping and pleading for mercy, and soon in looking to Christ, found the load of his sins gone.

His wife, who, seeing me in conversation with her husband, had followed us as we turned aside for prayer, now stood behind us. Soon after our prayer had been answered in his conversion, she received, as he rose from his knees, her now Christian husband, with a joy better conceived of than described. As he left he exclaimed, "I am a new creature in Christ Jesus!"

I suppose that *hardly twenty minutes* had elapsed between the time of his expression of entire want of interest and feeling, and his confession of Christ as his Saviour!

I learned afterwards that besides his wife's prayers for his conversion, during probably thirty years, some of his fellow-workmen had lately selected him as apparently the most unlikely to become a Christian, among many hundreds who work together. I also found, a year later, that the wife of a fellow-workman, a mother in Israel, had been awakened about twelve o'clock the night before, and found herself praying in the Spirit for this man, that she could not go to sleep again.

About six years of faithful walk, under my own frequent observation, "adorning the doctrine of God our Saviour in all things," (so far as human observation can discern), have proved, that this conversion, sudden as those recorded in the Acts of the Apostles, was indeed of God.

Are, YOU, my dear reader, resist-

ing the glorious testimony of the Gospel, the prayers of those around you, the pressure in your heart of the Holy Spirit, the tender love of Jesus, when such an *immediate, present salvation is, in each moment of your life, awaiting your acceptance!*—*Friendly Visitor.*

For the Sailors' Magazine.

MY MODEL SAILOR.

BY CAPT. ROBERT C. ADAMS.

We were bound for the East Indies, and had struck the Southeast Trades in the Indian Ocean. One evening the vessel was slipping along at the rate of seven knots, with the wind two points free, and the sea so smooth that motion was scarcely perceptible. A hush pervaded the ship that seemed indicative of as much peace within her, as without.

At six o'clock, John Shephard, came to the wheel, and the quiet sailing and steady-steering inclined me to break the rule, "No conversation with the man at the wheel."

"She steers well to-night, doesn't she John?"

John blushed up to his eyelids as was his wont when addressed by "the old man."

"Yes, sir, she steers like a pilot boat."

"This is pleasant sailing," I added, if going to sea was all like this, we would have the old women for sailors."

"It's the pleasantest going to sea ever I saw," said John, and things are first rate all the time now; I never in all my going to sea knew things go on so well in the fore-castle. We don't have any growling or rows with each other, and if things could be like this, I wouldn't mind going to sea all my life."

"You don't expect to go to sea all your life, I suppose?"

"No, sir; I came near knocking off some time ago, but I had bad luck."

"How was that?" I asked.

"Well, sir; I'm most ashamed to tell you, but it was this way. I was at Bombay in an English ship, when the Sepoy war broke out, and I left the vessel and joined the army. I was at Delhi, and when we took the city I went through the palaces, and got a good deal of plunder. I had a diamond ring that was worth two or three thousand dollars, and I got a lot of gold coin and jewels, that I sewed into a belt, and wore it around my waist. When the war was over, I was discharged in Calcutta, and I engaged passage in a steamer for England. I meant to go home to Hanover, buy a farm, and live there with my old mother. I had money enough to keep us there in comfort. The night before I was to sail I got on a spree, and the next morning I found myself lying in a gutter. Somebody had taken the ring off my finger, and stolen the belt from my body, and I hadn't a cent left in the world! I had to give up going home, and ship before the mast again. What little money I have earned since I have sent to my mother, but I can't get ahead any, and every hour in the day I think of that awful night in Calcutta, and what I lost."

This explained the pensive look that John continually wore. I was much touched by his story told with child-like simplicity, his speech, with its slight German accent, striking musically upon the ear.

John was my favorite sailor. He was a Hanoverian by birth, and I suppose had some German name, but what it was I never knew. John Shephard was the false flag he sailed under. He had made a previous voyage with me, and afterward sailed on a third. On

the first voyage he had been selected by the mate as the scapegoat for his ill-temper. Many mates, who aspire to the reputation of being "bullies," thus pick out a good natured inoffensive man, and hurrah, shout and curse at him, while the men they know would resent such conduct are treated mildly, and their faults are overlooked. Soon reports came to me about "green Dutchman John," "a perfect galoot," who didn't "know B from a bull's foot," didn't "know enough to go into the house when it rains," was "enough to make a minister swear," and so on. He was sent to do all the dirty work, pound iron rust, slush the masts, do rope-yarn jobs aloft, in a gale of wind, often being sent aloft without any explanation of what he was to do, and when he got above the top, where he could scarcely hear, a volley of orders and abuse was yelled at him, with bewildering effect. He certainly at such times did seem stupid, but all through the voyage I saw no resentment shown, heard no "back answers," and only noticed the flush of the cheek that betrayed the wounded spirit, he so submissively controlled. I began to love that quiet, faithful sailor, and to protect him from abuse, whenever I could do so without disorganizing discipline. On the present voyage I noticed that John was always placed at the best work. If a cringle was to be put in a sail, or a cloth let in, a seizing to be squared, or a ratline to be straightened, John was called on oftener, than any one else to do it. I asked the mate one day, "How is it you put John at such good jobs, do you consider him a good sailor man?" "Yes, sir," said the mate, he's just as good a sailor man as there is in the ship. It doesn't do to watch him too closely though. If I stand over him he often gets flustered,

and does things back handed; but let him try his own way and he will do things ship shape."

I was delighted to hear a good word spoken for John, and thought much better of the mate for his perception and wise dealing. Often have I said, "If all sailors were like John it would be only a pleasure to go to sea." He lives in my memory as my model sailor, in spite of his imperfections. He was a well formed man of medium size, straight and compact, with light curly hair, good features, a very clean looking face, with rosy cheeks and blue eyes, that were really beautiful in their soft expression. His cheerful smile and modest blush made it a pleasure to accost him. He was always neat in his dress and though four bells struck when he was riding down a stay, "up to his eyes" in tar he would dive into the forecandle, and in a few minutes appear to take his trick at the wheel, with clean dungacre pants and hickory shirt, as his clear voice repeated the course, "Nord Nord East half East," I could go below saying to myself "the ship will be well steered these two hours."

Where is John now? Has he bought his farm yet in the Faderland? or has he fallen overboard, or died in a foreign hospital. Has he been disheartened by the harsh treatment of cruel mates and become degraded in his habits on shore?

May God bless him wherever he is and through all his wanderings bring him safely to the Fatherland.

Obituary.

Mrs. CLARA BYRNE, relict of JOHN BYRNE, that devoted missionary among seamen, of precious memory, departed this life October 31, 1874, in her forty-seventh year, and after a painful illness,

which she bore with Christian patience and resignation.

It was the privilege of the writer of this notice to visit Mrs. Byrne, occasionally, during her protracted sickness, and he can testify to her sweet submission to the Divine will—always expressing her gratitude to God for His loving kindness and care.

Committing herself and her two children into the hands of her Saviour, who, as she was wont to say, had always done for her "above all she could ask or think," she entered into rest.

"Blessed are the dead which die in the Lord, from henceforth: Yea, saith the Spirit, that they may rest from their labors; and their works do follow them." C. A. B.

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports one hundred and fifty arrivals at the Home during the month of October.

These deposited with him \$1,274, of which \$648 were sent to relatives, \$100 placed in Savings Banks, and the balance returned to the depositors.

In the same time twenty-six men went to sea from the Home, without advance, and ten were sent to the hospital.

It would gratify the friends of seamen to drop in at the HOME for either morning or evening family worship, and especially at the Saturday evening prayer meeting, where the interest and spiritual power is sometimes very marked.

Position of the Principal Planets for December, 1874.

Calculated by Prof. R. H. BULL, of the University of New York.

MERCURY is a morning star during this month, rising on the morning of 1st at 5h. 21m. and south of east 20° 6'; is at its greatest elongation to the

west on the morning of the 2d at 1 h. 46m., being distant from the sun $20^{\circ} 29'$; is in conjunction with the moon on the morning of the 7th at 3 h. 5 m., being north $4^{\circ} 38'$; is in conjunction with Venus on the evening of the 18th at 7 h. 55 m., being south $2^{\circ} 12'$.

VENUS is an evening star until the 8th at 36m. before midnight, when it is in inferior conjunction with the sun. At this time the transit of the planet across the face of the sun takes place, an event of a very rare occurrence, not happening before for the long period of 105 years. The present transit is visible only to the inhabitants on the opposite side of the earth to us. But eight years hence, December 6, 1882, there will be another transit, which will be visible to us. The planet is in conjunction with the moon on the evening of the 8th at 8h. 33m., being north $4^{\circ} 14'$; is stationary among the stars on the 29th at 56 m. before midnight.

MARS is a morning star rising on the 1st at 2h. 45m., and south of east $7^{\circ} 26'$; is in conjunction with the moon on the 3d, at 28m. before midnight, being north $43'$, at which time it is eclipsed to all persons situated between the parallels of latitudes 2° north and 90° south; is in conjunction with Jupiter on the evening of the 15th at 9h. 55m., being north $3'$.

JUPITER is a morning star rising on the 1st at 3h. 17m., and south of east $10^{\circ} 48'$; is in conjunction with the moon on the forenoon of the 4th at 10h. 43m., being north $1^{\circ} 9'$, at which time the planet is eclipsed to all persons situated between the parallels of 33° and 90° south latitudes.

SATURN is an evening star setting on the 1st at 9h., and south of west 25° ; is in conjunction with the moon on the 12th, at 46m. before midnight, being $4^{\circ} 11'$ north.

Total Disasters in October, 1874.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month, is 27, of which 15 were wrecked, 2 abandoned, 2 burned, 4 foundered, and 4 are missing. They are classed as follows, viz: 2 steamers, 4 ships, 9 barks, 4 brigs, 8 schooners, and their total value, exclusive of cargoes, is estimated at \$598,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *b* burned, *f* foundered, and *m* missing.

STEAMERS.

Rescue (tug) *w*. (near San Francisco).

A. Winants, *m*. from New York for Key West.

SHIPS.

Civilta, *w*. from New York for Odessa.

Joven Thomas, *w*. from New York for Oporto.

Workington, *b*. from Glasgow for San Francisco.

Mogul, *b*. from Liverpool for San Francisco.

BARKS.

Everhard, *w*. from Whampoa for New York.

Parga, *m*. from Savannah for Montevideo.

Gabriele, *f*. from Barrow for New York.

Nabob, *m*. from Portland, O. for Queenstown.

Nederland, *w*. from Rotterdam for Savannah.

Jena, *m*. from Liverpool for Baltimore.

Tegner, *w*. from Doboy for Savannah.

Rosa Olivari, *a*. from New York for Gloucester, E.

Una, *w*. from Calcutta for San Francisco.

BRIGS.

Wave, *w*. from New York for Para.

Achates, *w*. from Pictou for Pembroke.

Mary H. Virden, *w*. from Philadelphia for Havana.

Saba, *f*. from New York for Limerick.

SCHOONERS.

D. A. Berry, *w*. from Hoboken for Providence.

Pickwick, *a*. from Richmond for Santos.

Georgiana, *w*. from Joggins N.S., for Rockland

Controller, *w*. from Baltimore for Norfolk.

Georgiana, *f*. (oyster vessel.)

Davidson, *f*. from New York for New Bedford.

Linda, *w*.

Rippie, *w*. from Boston for Virginia.

EXCELLENT PASSAGE.—Ship Thomas Dana (new, of Boston), Capt. J. P. Wilbur, arrived at Liverpool 16th instan from San Francisco after a short a passage of 105 days 10 hours, said to be the best passage thus far this year.

Receipts for October, 1874.

MAINE.

Bath, a Friend, for libraries.....\$ 40 00

NEW HAMPSHIRE.

Epping, Cong. church..... 15 71

Lyme, Cong. church, \$20 for lib'y.... 32 57

VERMONT.

Waterbury, Miss Mary Glysson..... 12 00

MASSACHUSETTS.

Ash-v, Cong. church..... 8 25

Boston Highlands, Cong. ch., S. S.... 15 00

Schr. Henry L. Whiton Capt. Reid. 2 00

Charlemont, S. S., 1st Cong. ch., lib'y 20 00

Chelsea, Winnimisset church.....	24 20	Kinderhook, Ref. church.....	42 89
Central church.....	29 10	Lyndonville, Pres. church.....	5 45
Haverhill, Centre ch., S. S., for lib'y.	20 00	M. E. church.....	5 05
Leominster, Cong. church.....	12 50	Medina, Pres. ch., S. S.....	20 00
Littleton, " ".....	8 00	Bap. church.....	13 43
Lunenburg, " ".....	11 00	New York City, Capt. F. Fitchet, bark	
South Weymouth, 2d Cong. church,		Wm. Croscup.....	5 00
to const. Gilman B. Loud, L. M.,	30 00	Mrs. E. Slade, to const. herself L.	
Springfield, 1st Cong. church.....	41 97	M.....	30 00
Olivet Cong. church.....	29 31	Capt. J. C. Nichols, schr. W. L.	
Townsend, Cong. church.....	35 50	Burroughs.....	2 00
Westfield, 1st Cong. church.....	25 89	Jonas M. Libbey, lib's.....	40 00
2d Cong. church.....	10 00	Joseph H. Choate.....	10 00
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December. Published by the American Seamen's Friend Society. 1874.

Low Spirits.

A low spirited turtle came creeping near me the other day and gave such a melancholy puff of a sigh that I couldn't help asking what was the matter.

"Matter?" he gulped. "Matter enough, I can tell you. I heard a school boy say, this very morning, that this earth is over 24,000 miles in circumference. That means *around* doesn't it?"

"Certainly," said I.

"Well, then, how do you suppose I feel? How in the name of all the inches, am I ever to accomplish it? Why life isn't long enough for the purpose! I can't do it!"

"Do what, my friend?"

"Why, go around the earth, of course."

Well, I tried to persuade that turtle that there wasn't the least sense in his trying to do such a thing; that nobody wanted him to, and nobody would care a snap if he didn't; but I might as well have talked to the wind. Around the world he must, could, should, and would go. So I said at last, by way of consolation:

"Well, my friend, it might be worse. Think of the planet Jupiter, one of those worlds that twinkle up in the

sky. I heard a school boy say that Jupiter was fourteen hundred times larger than the earth! Think of that. You ought to be thankful that your lot is cast here instead of there."

At these sensible words, what did that ridiculous turtle do but roll his eyes and gasp harder than ever.

"Alas," said he, "I didn't put myself here; and how do I know but as soon as I get around this globe, I shall find myself suddenly placed on that other one; and I never, never would travel around *that*, I am sure. Fourteen hundred times bigger—four—teen hun—dred—times— Oh, my!"

Out of all patience, I shouted out, as he hitched himself along, "Get out of your shell, then, and scamper, you absurd thing! or you'll never finish your journey!"

It is a notion common to all turtles, that they must travel around the world, and I suppose that's why if you pick one up and set him down with his head in an opposite direction from the one in which he was going he'll turn right around again.

I wonder if girls and boys ever are so foolish as my low spirited turtle.

for Maracaibo; No. 2,567, on brig *C. Morris*, for Windsor; No. 2,811, on schr. *Pride of the East*, for Vera Cruz; No. 2,886, on schr. *Gen. Grant*, for Nassau; No. 2,911, read with profit, gone to Halifax, on brig *P. Roberts*; No. 2,946, on schr. *M. M. Heath*, for Cuba; No. 3,121, on schr. *M. Burdett*, for Para; No. 3,404, on brig *S. Alward*, for Pernambuco; No. 3,452, on steamer *Petrolia*, for coastwise; No. 3,464, on schr. *R. Barros*, for Porto Rico; No. 3,638 on schr. *Leonora*, for Brunswick; No. 3,865, on schr. *J. Slater*, for Porto Rico; No. 3,916, on brig *C. J. Adams*, for St. Thomas; No. 4,195, on brig *Somerset*, for Cuba; No. 4,240, on schr. *M. Pendleton*, for Jacksonville; No. 4,304, on schr. *Cecile*, for Para; No. 4,265, on schr. *E. Harwood*, for Demerara; No. 4,467, on brig *Como*, for Capetown; No. 4,468 on schr. *C. S. Webb*, for Charleston; No. 4,474, books read with profit, gone to Cienfuegos on brig *Christina*; No. 4,532, have done much good, gone to Buenos Ayres on brig *Bogota*; No. 4,591, on brig *Nancy*, for Halifax; No. 4,733, read with profit, gone to Cardenas, on brig *L. M. Merritt*; No. 4,734, on schr. *J. P. Ball*, for Indianola; No. 4,748, on schr. *B. B. Church*, for Galveston; No. 4,930, on schr. *Post Boy*, for St. Kitts; No. 5,202, on schr. *S. F. Bird*, for Pensacola; No. 5,203, on bark *Hattie M.* for Rio Janeiro.

No. 2,821, returned; books all read, gone to Philadelphia, in schr. *Waterloo*, Capt. Beck, 7 men; No. 2,994, returned in good condition, gone to Key West and Valparaiso, on bark *Swallow*, 16 men, care of Capt. Faner.

Of No. 3,483, the following record comes to us, from Boston, headed *Three Years in the Indian Ocean*: "This library has been returned, much used, and has now gone to Philadelphia, in schr. *Calvin S. Edwards*, care of the captain's wife. It has been more than

three years on a whaling voyage. The captain writes: I have had your library 37½ months, in the bark *Sea Fox*. The books have been much read, and a number of the crew have left off tobacco, bad language, and strong drinks; I must say that the loan libraries are excellent things on ship-board, and my prayer is that God may bless those that send them out, for I believe they are the means of doing a great deal of good to seamen. The sailors think a great deal about the Temperance Tales and seem to enjoy reading the books. May God bring many to the feet of Jesus by the teachings of the libraries! May God's richest blessings, rest with and upon the SEAMEN'S FRIEND SOCIETY.

WM. W. ELDRIDGE,
Master of bark *Sea Fox*."

No. 4,339, has returned from Trinidad, books much read, refitted and gone to Valparaiso in schr. *Rebecca*, Capt. Moulton, 10 men.

No. 4,367. "Your library has been on board the schr. *H. L. Whiton*, to Mobile and back, and several coasting voyages. The books have been much read and appreciated by officers and crew. Have always found them to have a good influence on the men. Hoping you may be blessed with the means to carry on the work of furnishing books for seamen, I am, Yours,

J. H. RICH,
Master schr. *Harry L. Whiton*."

Gone to Australia on new bark *Norway*, Capt. Melckel, 13 men.

Of No. 4,368, the captain writes:

Dear Sir:—The library so kindly furnished by the AMERICAN SEAMEN'S FRIEND SOCIETY has been two trips to the Grand Banks. The books have been read with pleasure and profit, by myself and crew. We have kept the tracts lying on the table, so that they might be read. Some of them are missing, and

some of them soiled. I cannot speak too highly of the reading matter, as it has afforded me great comfort during a season of unusual adversity. I would especially mention "Light on the Ocean," "Sunday evenings at North-court" and "Cross in the Cell," as truly excellent books, which might well be in any library. We have met with heavy gales, and the books have got a little wet, but are not severely damaged.

Yours Truly, CHAS. BASSETT,
Master schr. *Oread*.

No. 4,376, returned from West Indies and gone to New Orleans on bark *Sarah*, 15 men. Much used.

A SEA POST-OFFICE.

No. 4,598, has been returned much used, and has now gone to sea, on schr. *Harry L. Whiton*, 8 men, for Mobile. The captain writes: "In returning for exchange, your library, I can again give my testimony, most cheerfully, to the utility and good moral influence of the books. They have been well read and carefully handled by three different crews, on my vessel. Their general effect has been decidedly good. Valuable seed has been sown, of which the angels will reap the harvest, in due time. The libraries are our Sea Post-Office. By them the friends of the sailor keep up a correspondence with him, and he, in a manner, lives among them. Thus he cannot but be made to feel that he is cared for, and considered of some value, in the community. The result is undoubtedly a growing self respect. Hoping that the library work may prosper, and be the means of bringing many of the wandering sons of the Ocean, into the kingdom of our Lord,

I am Yours, C. H. BARRELL,
Master of bark *Agnes*."

No. 4,767, returned with books read with much interest. Gone to Pictou on bark *Lotus*, 12 men.

New York, Sept. 15th, 1874.

To the American Seamen's Friend Society:

The Library No. 1,975,* has been a great strength and comfort to me, and through the reading of it, I have been greatly blessed and strengthened, to press onward in the straight and narrow path. Although I am but a young beginner in the service of the blessed Master, I feel strong in the Lord. With Christ I can do all things, and I am determined, with the help of God, to see the end of the Christian race. I ask an interest in your prayers to this end.

There have been twenty-three of the books read. I always invite the men to read them. Hoping that when I write again, some one else, on board, may have been blessed by their reading,

I remain, Your Brother in the Lord,
F. FULTON,

Engineer, Steamer *May Flower*.

* Furnished by S. S. 1st. Cong. Ch. Pittsfield, Mass.

The Bible.

Study it carefully,
Think of it prayerfully,
Deep in thy heart let its pure precepts dwell;
Slight not its history,
Ponder its mystery,
None can e'er prize it too fondly or well.
Accept the glad tidings,
The warnings and chidings,
Found in this volume of heavenly lore;
With faith that's unfailing,
And love all prevailing,
Trust in its promise of life evermore.

Selection.

TRUTHFULNESS is a corner stone in character, and when not firmly laid in youth, there will be ever after a weak spot in the foundation.

American Seamen's Friend Society.

R. P. BUCK, *President*.

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent*.

80 Wall Street, New York.

District Secretaries:

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THE
SAILORS' MAGAZINE

AND

SEAMEN'S FRIEND,

FOR THE YEAR ENDING

DECEMBER, 1874.

"While I wander'd on oceans' bleak shore,
And survey'd its vast surface and heard its waves roar,
I seem'd wrapt in a dream of romantic delight,
And haunted by majesty, glory and might!"

VOL. XLVI.

NEW YORK:
AMERICAN SEAMEN'S FRIEND SOCIETY,
80 WALL STREET.

PREFACE.

A valuable addition has been made during the past year, to the catalogue of SEA LITERATURE. Sailors are entitled to consideration in this matter. They have a history and needs of their own ; and on this account make a case which deserves to be presented to the thoughtful and sympathetic, in some readable way, and as effectively as possible.

To this end, books have been written both about them and for them ; books calculated to arrest public attention to the subject and to promote the welfare of sailors, in number and quality more and better books also, than ever came from the press in any previous year.

It would hardly be proper to say that the present volume of the SAILOR'S MAGAZINE, is better than any of its five and forty predecessors, but we are willing to submit it to the candid reader, as being true to its errand and fraught with information bearing upon the interests of Christ's Kingdom on the SEA.

It has been a question with some whether the sailor was capable of Christian experience ; whether it was possible for a seaman to maintain a religious life, while engaged in his ordinary avocation.

The evangelical work in their behalf which is reported in the following pages, will show that sailors are not only accessible to Christian effort, but also that they are specially responsive to the argument of the Gospel. Probably as many, perhaps more conversions occur among them in proportion to their whole number, than in any class of our greatly diversified population. It may be a question whether the wisest instrumentalities have always been adopted in prosecuting this particular work. Indeed, the relative importance of the work itself has hardly

come to be appreciated or acknowledged, but no one can observe the success attending those Chaplains and Missionaries whose lives are devoted to the salvation of seamen without the conviction that while they furnish a most hopeful and inviting field, the conversion of sailors in large numbers, has wonderfully illustrated the power of the Gospel, to reclaim the outcast, and start and send forth new forces for gladdening the world.

It has been our privilege to record in this volume frequent instances of the usefulness of converted seamen. They come into Christ's Kingdom, to work there. They make its interests their own, and with a characteristic personal devotion, as if they would lay down their lives for it, count no sacrifice too dear that promises its up-building.

How grateful they are for Christian kindness, will also appear in their letters from shipboard and elsewhere, written to us just as we have printed them, full of thanks and full of love toward all who have prayed for them and extended the helping hand. And so if we have been called to report shipwrecks and lives lost at sea, it has been our privilege to record also the grace of God on the sea, giving pardon and life to many of its sons, and the hope of an abundant entrance into His heavenly Kingdom.

In the work assigned us, the year has every where been crowned with mercy ; and the story of that mercy prompts to new consecration, praying and hoping for His blessing, whose resources are so vast that giving doth not impoverish, nor withholding enrich Him. GOD BLESS THE SAILOR !

“ And ever let there rise to Thee
Glad hymns of praise from land and sea.”

DECEMBER. 1ST, 1874.

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A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, 99 Purchase Street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Frnd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " "	Mrs. Crabbe.
HONOLULU, S. I.....	Honolulu " " "	

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane, (colored).....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc.	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society....	Rev. E. D. Murphy.
cor. Water and Dover Streets.....	Mission " " "	" B. F. Millard.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robt. J. Walker,
Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip...	" " " "	" Isaac Maguire.
Swedish & English, pier 11, N. R.	Methodist	" O. G. Hedstrom.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society... }	" E. O. Bates.
BUFFALO		" O. Holland.
ALBANY, Montgomery Street.....	Methodist	" P. G. Cook.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	" Geo. S. Noyes.
Richmond Street.....	Episcopal	" H. A. Cooke,
PORTLAND, ME., Forest n. Custom H	Portland Sea. Frnd Soc'y..	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	" F. Southworth.
NEWPORT, R. I., 51 Long Wharf....	Individual Effort.....	" J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	" C. H. Malcom, D. D.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn Streets...	Methodist	" Vincent Group.
Catharine Street.....	Episcopal.....	" William Major.
Front Street, above Navy Yard...	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	" Joseph Perry.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK	American & Norfolk Sea. }	" E. R. Murphy.
	Friend Societies	" E. N. Crane.
WILMINGTON, N. C.....	Wilmington Port Society...	" Jas. L. Kiene, Jr.
CHARLESTON, Church, n. Water St..	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH	" " " " "	" Richard Webb.
MOBILE, Church Street, near Water.	" " " " "	"
NEW ORLEANS.....	" " " " "	" L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1822—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President*.
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President*.
L. P. HUBBARD, *Financial Agent*.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen ; to protect them from imposition and fraud ; to prevent them from becoming a curse to each other and the world ; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1:—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c, and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,773 containing 208,580 volumes. Calculating frequent re-shipments, they have been accessible to probably 200,000 men. Over eight hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 85,422 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.